

## THE SHIPBUILDERS OF BATH, ME.

## VII. THE SEWALLS

Up to now in this series we have dealt chiefly with firms who specialized mainly in building ships on contract for others to operate. About half the wooden ships built in Maine in the 19th Century, however, were built in shipyards operated by their managing owners. The leading house of this type in Bath, in fact in the whole country, was the Sewall firm. The Sewalls would be famous for building, at two different periods, the largest wooden square-riggers in the country, but this distinction is overshadowed by their achievement in converting their yard from wooden to steel construction. Only the Cramps and possibly one or two other Delaware River shipbuilders were able to make the change from wood to iron at mid-century, and the Sewalls were unique in Maine.

The first Sewall in Bath was Dummer Sewall, who settled there in 1760, was one of the leaders in the movement against George III, served as a lieutenant-colonel in the Revolutionary Army, and as a member of the General Court of Massachusetts led the movement for the ratification of the Constitution by that Commonwealth. He acquired a farm that stretched from the Mill Pond to the Kennebec, and from time to time vessels were built on the place using the pasture oak growing there.

In 1823 a partnership was formed between Freeman Clark, a banker of Bath, and William Dunning Sewall, grandson of Dummer Sewall, to build ships on the Kennebec waterfront of the Sewall farm. At first they built for others, but soon added vessel operation to their interests, producing a steady series of West India traders, New Orleans cotton ships, and packets for chartering to the Atlantic lines. Here is Clark & Sewall's list:

Year	Rig	Name	Tons	No.
1823	Brig	DIANA	199	1
1824	Brig	ORBIT	199	2
1825	Brig	LEWIS	247	3
1827	Brig	DUMMER	146	4
1828	Brig	PLEIADES	284	5
1829	Sch	EMULOUS	99	6

1831	Ship	EMPEROR	314	7
1831	Ship	GIRARD	343	8
1832	Ship	TROPIC	349	9
1833	Ship	CYLON	421	10
1835	Ship	ROGER SHERMAN	490	11
1836	Ship	DIADEM	657	12
1837	Ship	VILLE DE PARIS	537	13
1840	Ship	PENNSYLVANIA	677	14
1841	Ship	GENESEE	459	15
1841	Ship	RAPPAHANNOCK	1133	16
1843	Bark	DETROIT	292	17
1845	Ship	MACEDONIA	414	18
1846	Ship	RIO GRANDE	541	19
1847	Ship	SWITZERLAND	570	20
1847	Ship	JOHN C. CALHOUN	708	21
1848	Brig	MARCIA	157	22
1848	Ship	WILLIAM D. SEWALL	672	23
1850	Ship	ADRIATIC	715	24
1851	Ship	SARAH G. HYDE	890	25
1851	Ship	ERIE	458	26
1852	Ship	COMMERCE	1085	27
1853	Ship	LADY FRANKLIN	549	28
1854	Ship	SAMARITAN	1219	29

The schooner EMULOUS was the first vessel built by Clark & Sewall to be operated on their own account. Next was the ship GIRARD, following which all their vessels except the LADY FRANKLIN of 1853 were for their management. The RAPPAHANNOCK of 1841, whose half-model is in the Town Hall at Bath, was the largest merchant vessel built in the United States up to her time.

In 1855 the firm of Clark & Sewall was succeeded by E. & A. Sewall, formed by two of the sons of William D. and Rachel Trufant Sewall. Arthur Sewall, their third son, was born in Bath in November 1835. After attending the public schools of Bath he was sent to Prince Edward Island to

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learn the cutting of ship timber. Back in for Andronicus Chesebrough, Wm.F.Babcock, Bath in 1853, he entered his father's firm and John Rosenfeld, prominent shipping and the following year formed a partner- men of San Francisco. The Sewalls also ship with his older brother Edward to take had entered into a close business relation- over operation of the yard and management ship with Dearborn & Co. of New York. of the fleet. Here is E. & A. Sewall's list: The Dearborns operated a berth service

1855 Ship	HOLYHEAD	1099	A
1855 Ship	KINEO	829	B
1856 Ship	HELL ESPONT	767	C
1857 Ship	LEANDER	895	D
1858 Ship	VALENTIA	799	E
1859 Ship	VIGILANT	652	F
1859 Ship	VILLA FRANCA	918	G
1860 Ship	OCEAN SCUD	1008	H
1862 Ship	VANCOUVER	969	I
1863 Ship	VICKSBURG	1130	J
1863 Brig	GLENDALE	454	K
1864 Ship	INTREPID	1078	L
1864 Bark	VOLANT	496	M
1864 Ship	OCEAN SIGNAL	1215	N
1865 Ship	FREEMAN CLARK	1336	O
1865 Bark	FRANK MARION	678	P
1866 Ship	MATTERHORN	1327	Q
1866 Bark	WETTERHORN	698	R
1868 Ship	HERMON	1316	S
1869 Ship	TABOR	1339	T
1869 Ship	UNDAUNTED	1764	U
1871 Ship	ERIC THE RED	1580	V
1872 Ship	HUMBOLDT	1018	W
1872 Ship	CARROLLTON	1450	X
1873 Ship	STERLING	1731	Y
1873 Ship	EL CAPITAN	1493	Z
1873 3mSch	SATILLA	312	1
1873 Ship	GRANGER	1526	2
1874 Ship	OCCIDENTAL	1533	3
1874 Ship	ORIENTAL	1688	4
1875 Ship	CONTINENTAL	1712	5
1875 Ship	HARVESTER	1494	6
1876 Ship	REAPER	1468	7
1876 Ship	THRASHER	1512	8
1876 Ship	INDIANA	1487	9
1877 Ship	CHALLENGER	1456	10
1877 Ship	THOMAS M. REED	1516	11
1878 3mSch	CARRIE S. BAILEY	396	12
1878 Ship	CHESEBROUGH	1507	13
1879 Ship	SOLITAIRE	1531	14

The SOLITAIRE was on the stocks at the time Edward Sewall was killed by a fall at the Windsor Hotel in New York City in March 1879. She was given her name by Mrs. Edward Sewall as the only vessel under construction at Bath.

As the names of many of the vessels show-- REAPER, GRANGER, HARVESTER, THRASH- ER-- the Sewall fleet at this period was primarily engaged in the grain trade out of San Francisco and other West Coast ports. Others of the fleet were named

from New York to San Francisco, and they bought substantial shares in the Sewall vessels. The big square-riggers would load wheat for Liverpool in San Francisco, cross the Atlantic in ballast, and go on the berth for a general cargo from New York to San Francisco.

At this period, also, the Sewalls began to take an interest in the coasting trade, particularly the carrying of Kennebec ice to the seaboard cities farther south, and they built several schooners for this trade. Of all the vessels built by E. & A. Sewall, only the INTREPID and OCEAN SIG- NAL, delivered to New York owners in 1864, were not for their own account.

In 1880 Arthur Sewall took into part- nership his son Wm.D.Sewall (1861-1930) and Edward's son Samuel Swanton Sewall (1858-1935), under the style of Arthur Sewall & Co., and continued the family shipping and shipbuilding business. An- other of his sons, Harold Marsh Sewall, (1860-1924), had a distinguished career in the U.S. diplomatic service; while two other of Edward's sons, Frank Lewis (1869- 1930) and Oscar Trufant (1860-1914), were associated with Williams, Dimond & Co. of San Francisco. Here is A. Sewall & Compa- ny's list:

1880 Ship	THOMAS M. REED (2d)	1987	15
1880 3mSch	BELLE HIGGINS	412	16
1880 3mSch	KATE MARKER	503	18
1881 3mSch	S. M. THOMAS	761	18
1881 Ship	IROQUOIS	2120	19
1881 3mSch	B. L. BURT	758	20
1882 Ship	HENRY VILLARD	1552	21
1882 3mSch	NORA BAILEY	448	22
1882 Ship	W. F. BABCOCK	2130	23
1882 3mSch	ALICE ARCHER	471	24
1883 Ship	RAINIER	1976	25
1883 3mSch	BLANCHE ALLEN	520	26
1884 Ship	JOHN ROSENFELD	2374	27
1884 3mSch	ADA BAILEY	521	28
1885 Ship	WILLIE ROSENFELD	2455	29
1887 3mSch	CARRIE A. LANE	800	30
1889 4mSch	DOUGLAS DEARBORN	1024	31
1889 4mSch	TALOFA	1188	32
1889 3mSch	AGNES E. MANSON	842	33
1890 Ship	RAPPAHANNOCK (2d)	3185	34
1890 3mSch	ALOHA	638	35
1890 4mBark	SHENANDOAH	3406	36



1891 3mSch	TOFA	631	37
1891 4mBark	SUSQUEHANNA	2744	38
1892 4mBark	ROANOKE	3539	39
(above vessels wood; following steel)			
1894 4mBark	DIRIGO	3004	40
1898 4mBark	ERSKINE M. PHELPS	2998	41
1899 4mBark	ARTHUR SEWALL	3209	42
1899 4mBark	EDWARD SEWALL	3206	43
1900 Bark	KAIULANI	1571	44
1901 4mBark	ASTRAL	3292	45
1901 4mBark	ACME	3288	46
1901 4mBark	WILLIAM P. FRYE	3374	47
1902 4mBark	ATLAS	3381	48
1902 Barge	S.O. Co. No. 93	2474	49
1903 5mSch	KINEO	2128	50

Of the above vessels, the schooners AGNES E. MANSON and S. M. THOMAS were not managed by the Sewalls; the HENRY VILLARD was sold on the stocks to interests connected with the Northern Pacific R.R., but later came back under the Sewall management; the KAIULANI was built on contract for H. Hackfeld & Co. of Honolulu by underbidding the Union Iron Works of San Francisco; and the ACME, ASTRAL, ATLAS, and S.O. Co. No. 93 (a seagoing four-masted schooner barge) were built for the Standard Oil Co.

A few vessels not built by the Sewalls came under their management: the ship AMERICA, built by J. Rideout in 1864; the ship BENJ. F. PACKARD, built by Coss, Sawyer & Packard in 1883; the ship BULLION, built by Brown & Stantial in 1877 (though no Sewall equity appears in her documentation); and the little schooner TAM O'SHANTER, built at Bath in 1876. A more significant acquisition was the steel four-masted bark KENILWORTH, which was burned out at Port Costa in 1889 and acquired by the Dearborns for Sewall management. Strangely, the documentation of the KENILWORTH as an American vessel shows no Sewall equity until 1904; nevertheless she was under their management, as the correspondence quoted in Mark Hennessy's masterly "Sewall Ships of Steel" clearly shows, and she undoubtedly provided the example that led to the conversion of the Sewall shipyard to steel construction in 1893, following the completion of the "Big Four."

Arthur Sewall died of apoplexy at Bath in September 1900, leaving his son and nephew to carry on the business. Four years previously he had been the candidate of the Democratic Party for Vice President, running on the ticket with William Jennings

Bryan. The Sewalls at this time were staunch Democrats, probably by inheritance from their former close connection with the cotton trade; but why Arthur Sewall was chosen as a vice-presidential candidate was not clear to us until we heard the following explanation a few years ago.

When the Sewall vessels were building, so the story runs, it was the custom of Arthur Sewall to chock a barrel of whiskey into the framing of the counter in such a way that it would be covered in by the planking and be inaccessible until the planking was removed. As the vessel sailed the seas the barrel was gently rocked, and the whiskey acquired age in a leisurely fashion. When the vessel returned to the Kennebec after seven years for the No. 2 survey, which required exposing the stern timbers, the barrel would be tenderly lifted out, and the proprietors of the yard now had a very special item which could be called on for duty at launchings and other special occasions.

Now in 1896, so the story runs, Arthur Sewall thoughtfully brought a barrel of this whiskey to Chicago, so that the Maine delegation could entertain the other delegations. And this he did to such good effect that the grateful delegates made him their unanimous choice for the second place on the ticket.

Under Arthur Sewall the family shipyard was expanded by acquiring the former yard of G. F. & J. Patten to the south, and then the W. W. & O. Moses yard still farther south. All the wooden vessels were either lost, sold, or converted to barges by the beginning of 1914, the fleet at that time consisting of the KINEO, EDWARD SEWALL, DIRIGO, and WILLIAM P. FRYE. The KINEO and EDWARD SEWALL were sold to the Texas Co. in 1916; the WILLIAM P. FRYE was sunk by the PRINZ EITEL FRIEDRICH in January 1915, and the DIRIGO was sold to G. W. McNear Inc. of San Francisco in 1915. The shipyard was also sold to the Texas Company, which renovated it for the building of steam tankers.

Rather more has been published on the Sewalls than on most Bath builders. Arthur Sewall's biography is given in the standard collections of American biography, and Hennessy's "Sewall Ships of Steel" has considerable biographical material as well as full month-to-month operating details of the steel ships.

As in most other accounts in this se-



ries, we have drawn on a Bath "Anvil" story by Henry W. Owen Jr. Matthews' "American Merchant Ships" has biographies of all the later wooden Sewall square-riggers. Lubbock's "Downeasters" is especially good on the steel square-riggers. Hall's report on shipbuilding for the 1880 Census lists the Sewall output up to 1882. The hull numbers in our lists were furnished by the Sewall office in 1948.

We published a history of the KENILWORTH in "American Neptune" for 1941 and of the KAIULANI in "Mast" for June 1950. Harold Huycke has a history of ACME in "American Neptune" for 1948. The sail plan of DIRIGO appears in "Merchant Vessels of the U.S." for 1893 and 1894; that of ASTRAL (and sisters) in "Marine Engineering" for Jan. 1904. A sail plan allegedly that of ARTHUR SEWALL was in the same journal for May 1899, but as it shows her with three skysails it is either a preliminary design or a plan of ERSKINE M. PHELPS.

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#### THE TEXAS STEAMSHIP COMPANY

The Texas Oil Company, when it took over the Sewall yard, operated through a subsidiary, the Texas Steamship Co., to build tankers and package freighters to carry to markets the products of the parent company. All the vessels under construction were commandeered by the Emergency Fleet Corporation on 3 August 1917, and the Corporation subsequently constructed housing in the Bath for shipyard workers and arranged for extension of the street-car system to the yard.

Vessels under 2500 tons were exempt from the requisition order, and the Texas Co. was able to complete a few of these for its own account before the Armistice. It re-acquired most of the 13 requisitioned vessels completed under Emergency Fleet Corporation operation, and subsequently built two more tankers in 1921. Here is the complete list, checked for us by Mr. Owen:

No.	Year	Type	Name	Tonnage
1	1917	Stmr	MAINE	6457
2	1917	Stmr	RHODE ISLAND	6457
3	1918	Stmr	SAGADAHOC	6846
4	1918	Stmr	CANIBAS	6846
5	1917	M/V	No. 5	226
6	1917	M/V	THUBAN	226
7	1918	Stm. Tug	SOUTH AMERICAN	168
8	1917	M/V	ALMA R.	59
9	1917	M/V	EMMA R.	59
10	1918	Stm. Tkr.	DIRIGO	6768
11	1919	Stm. Tkr.	SHENANDOAH	6768

12	1919	Stm. Tkr.	LIGHTBURNE	6784
13	1919	Stm. Tkr.	ARYAN	6784
14	1920	Mot. Tkr.	SOLITAIRE	3350
15	1918	Stm. Tug	LATIN AMERICAN	168
16	1918	Stmr.	CENTRAL AMERICAN	357
17	1919	Mot. Tkr.	TEXACO 145	484
18	1919	Mot. Tkr.	TEXACO 146	484
19	1919	Mot. Tkr.	TEXACO 147	484
20	1919	Stm. Tug	AMERICAN	168
21	1920	Stm. Tkr.	ROANOKE	6784
22	1920	Stm. Tkr.	OCCIDENTAL	6727
23	1920	Stm. Tkr.	HARVESTER	6727
24	1920	Stm. Tkr.	REAPER	6774
25	1919	Scows	TEXACO 153	398
			to 30	to 158
31	1921	Stm. Tkr.	NEW JERSEY	6740
33	1921	Tank Barges	TEXACO 171	657
			to 35	to 173

Shipbuilding was discontinued after 1921 and the yard was dismantled. Today, weed-grown concrete foundations mark the spot.

It will be noticed that many of the historic Bath names were perpetuated in the Texas fleet-- DIRIGO, SHENANDOAH, OCCIDENTAL, REAPER. ARYAN was another, given in honor of the full-rigger of that name built in Phippsburg in 1893 and the last wooden full-rigger built in North America. Thus the name ARYAN was chosen long before it had acquired any unpleasant racial significance; still, it became a source of embarrassment to the Texas Company in the 1930's, when the company was seeking to retain its markets in Germany, and the name was finally changed to ARKANSAS.

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#### THOBER LIST OF U.S. SQUARE RIGGERS

On page 130 we present the concluding installment of this important contribution to American maritime history, covering the period 1886-1920.

There were a few auxiliaries, training vessels, and yachts that supplement Mr. Thober's basic list of merchant craft. Kelley, Spear of Bath built the 462-ton steam whaling bark WILLIAM LEWIS in 1888 for New Bedford owners and followed her with the 494-ton NAVARCH in 1892 for the same owners.

The Bath Iron Works built the sheathed steel ship CHESAPEAKE for the U.S. Navy in 1899; 872 tons. The Navy built two steel barks of 1409 tons in 1907, the INTREPID at Mare Island and the CUMBERLAND in Boston. The auxiliary bark yacht ALOHA, 658 tons, was built at Quincy in 1910 by the Fore River yard; she originally had a steam engine. Another yacht was (continued on p. 129)



RIESENBERG, FELIX, "Under sail: a boy's House. Here is the list of men shipped voyage around Cape Horn." on 4 Dec. 1897 aboard the ship A.J. FULLER of New York; C.M. Nichols, master, for Honolulu, H.I.:

Felix Riesenbergs was born in Milwaukee in 1879 of German parents, and was raised in Chicago. In 1896 he came to New York to live with an uncle and enrolled in the two-year training course in the schoolship ST. MARY'S. Upon graduation, he shipped out as O.S. in Flint & Co.'s full-rigger A.J. FULLER for a round voyage to Honolulu, the voyage described in "Under Sail."

Upon his return, he went as cadet in the transatlantic liner ST. LOUIS, which, with some voyages coastwise as quartermaster in other steamers, occupied his time until he attained 21 years of age and was able to sit for his second mate's license. He then secured a berth in the American-Hawaiian steamer AMERICAN as third mate. A year in the Coast Survey steamer BACHE followed; then he was appointed to the Revenue Cutter Service schoolship CHASE, resigned the appointment, and went back in the American-Hawaiian service as third mate of the TEXAN.

In 1906 he became navigator of the Wellman Polar Expedition, an early attempt to reach the North Pole by dirigible, and spent the winter in Spitsbergen. On his return to New York in 1907 his uncle offered to put him through Columbia; Felix accepted and earned an engineering degree. Employment ashore as a civil engineer and marriage to Maud Conroy followed. Expecting his first child and needing money to pay the bills, Felix Riesenbergs thought of his voyage to Honolulu 15 years before and wrote it up in a three-part series in "Outing," under the title "When sailors were sailors" in 1913. And thus was launched a third profession for Riesenbergs, who thereafter switched with amazing ease between engineering, writing, and seafaring and combinations thereof.

"Under sail" was soon expanded into the complete story of the round trip and serialized in "Yachting," and the Macmillan Company brought it out in book form in 1918. Harcourt, Brace acquired the copyright in 1924 after three Macmillan printings, and an additional chapter, "Echoes," and an introduction by David W. Bone were added. Later editions dropped the Bone introduction; the 8th printing in 1937 bears a 1935 copyright and has a preface by Riesenbergs dated 1937.

Writing his manuscript, Riesenbergs was depending almost entirely on memory, and it never occurred to him to check the crew list of the FULLER at the New York Custom

Name	Rating	Wages
Charles Berk	Mate	\$50
Frank Stodart	2d Mate	30
Ole Bengson	Carpenter	33
Ah Thi	Steward	30
Ah On	Cook	35
John Roth	Seaman	18
Joseph Hitchen	Seaman	18
Geo. Rohr	Seaman	18
C. Anderson	Seaman	18
E. Erickson	Seaman	18
Daniel Mathis	Seaman	18
M. Smith	Seaman	18
J. Marshall	Seaman	18
F. Baggie	Seaman	18
A. T. Morstaett	Seaman	18
Chas. M. Nelson	Seaman	18
Axel Johnson	Seaman	18
J. Thompson	Seaman	18
Carl Nelson	Seaman	18
A. Brendemuhl	Seaman	18
M. Dinslow	Seaman	18
F. Riesenbergs	O. Seaman	14
Peter Stewart	Boy	8

It appears that Charles M. Nelson was not aboard when they sailed, as Riesenbergs gives their complement as 18, including the carpenter and "boy," and the names on the articles seem in many cases not to be the names by which the men were known on shipboard. Nativity of the men is not given, but the following summary of nationalities was included:

United States	4	England	1
Germany	5	Norway-Sweden	10
France	1	Others	2

Riesenbergs's own name was misspelled; it is worth noting that it is pronounced to rhyme with "freeze," not "fries." "Under sail" is virtually the only published account of service in the fo'c'sle of an American sailing vessel since the Civil War, and the nationality summary provides the main reason for this: there were virtually no Americans in the fo'c'sles.

"Under sail" has the further distinction of authorship by a competent writer, with 15 years of knocking around behind him to help put events in their proper perspective.

In 1917 Riesenbergs went back to sea, first serving as mate during the refitting of the German raider PRINZ EITEL FRIEDRICH by the Shipping Board, then taking command of the schoolship NEWPORT, successor to the ST. MARY'S. He left the NEWPORT in 1919, but joined her again in 1923 after a spell ashore, and, after her boilers were con-



demned, took her across the Atlantic under editor of "The Seafarer," which folded at sail alone. He left the sea for good in 1924, and served as resident engineer in the building of Columbia-Presbyterian Medical Center in New York, after which he turned to full-time editing and writing as a living.

After "Under sail," his first major work was "Standard seamanship for the merchant service," a text for schoolship cadets, published by Van Nostrand in 1922, with a second edition in 1936. Riesenbergs credits the writing of this work, which occupied his spare time from 1918 to 1922, with wrecking his eyesight. It followed "The men on deck," a book on ship organization and the duties of officers, published by Van Nostrand in 1918. He also wrote the "Sea Scout manual" of the 1920's and "Seamanship studies for young officers," published by Van Nostrand for the U.S. Maritime Service in 6 parts in 1939.

In fiction, an early effort was "Bob Graham at sea," a boy's life on a schoolship (Harcourt, Brace 1925), and his only juvenile. "P.A.L.," originally to have been called "Chicago," and described as "a novel of the fraudulent," was brought out by McBride in 1925, and three years later they issued a rewritten version as "Red Horses." More successful was "East side, west side," published by Harcourt, Brace in 1927 after 7 years in the writing; it ran through numerous printings and was made into a movie in 1931 by Fox as "Skyline." It was based on Riesenbergs life in New York City.

"Endless river" and "Passing strangers," published by Harcourt, Brace in 1931 and 1932 attracted little notice, as did "Mother Sea," described by Riesenbergs as his merchant marine novel, brought out by C. Kendall in 1933. "The left-handed passenger," published in 1935 by Doubleday, Doran, completes his list of fiction titles, except for "The maiden voyage" (John Day, 1931), written in collaboration with Archie Binns as a rehash of an unsuccessful three-act sea play "The second mate," originally written by Christopher Morley and Riesenbergs. "The maiden voyage" is credited with launching Binns on his distinguished career as a writer.

Riesenbergs editing activities began with a journal called "National Marine," whose mission was to draw public attention to the U.S. merchant marine in the period just after World War I, and of which he was the third editor. He left to found the "Bulletin" of the American Bureau of Shipping, and then joined as partner and

ter six issues. For many years he contributed a regular column to the "Nautical Gazette," and these essays, collected with earlier pieces written for other magazines and for Christopher Morley's "Bowling Green," in the N.Y. "Post," have formed the bases for some of his best books.

The first of these, "Vignettes of the sea," with a preface by Morley, was published by Harcourt, Brace in 1926, and they followed it with "Shipmates," in 1928 and "Log of the Sea," in 1933; Jonathan Cape in London also published the latter two. "Log of the Sea" reprints some of the earlier material, and it is arranged in autobiographical fashion; indeed, it is nearly as coherent an autobiography as "Living again," published by Doubleday, Doran in 1937 and Methuen, London, in 1938.

Riesenbergs also wrote the text of two of the series of Currier & Ives reproductions brought out by The Studio: "Clipper ships" in 1932 and "Early steamships" in 1933. Something similar was "Portrait of New York" with Alexander Alland (Macmillan, 1939). Just before his death in 1939 he turned to a new field, writing "Cape Horn" for Dodd, Mead (1939) and "The Pacific Ocean," for McGraw-Hill's Whittelsey House "Oceans of the World" series (1940). There was an Argentine edition of the former ("Cabo de Hornos," Buenos Aires, 1946); the latter was reissued by the Museum Press in 1947 and had a Braille edition in 1941.

Emily Schorb Riesenbergs, Felix's mother, published several cookbooks, and one of these, "Easy baking" in 1931, had an introduction by her son. Felix's own son, Felix Jr., after some merchant marine experience, worked on the San Francisco "News" as waterfront reporter and in 1940 published "Golden Gate: the story of San Francisco Harbor." Since then he has written several mystery stories, mostly with sea backgrounds.

Riesenbergs was also one of the leading spirits, along with Morley in the refitting of the former Norwegian ship SOPHIE as the TUSITALA, which became the last active square-rigger of the American merchant marine. The original intention was to use her to carry passengers, but James A. Farrell took the vessel off the hands of the original promoters (who undoubtedly would have failed in the effort) and operated her on his own account as a cargo-carrier.

Riesenbergs "Standard seamanship" and "Under sail," will be known long after his fiction is forgotten. They made him the most important U.S. nautical writer of the 1920's.



## BOOK REVIEWS

GREEN, G. Colman, "The Norfolk wherry; its construction, evolution, and history," xi, flags," 223 pp; 15 ill; glossary. Percival Marshall & Co. Ltd., London, 1954. Price 12s 6d.

This book is stated to have been first published by the Model Yachting Association in 1937 and now to be revised; perhaps this will explain why the text figures are printed in helter-skelter order. The author is an artist who has specialized in painting the Broads and its sailing craft, and the plates are mostly reproductions of his works.

The pen illustrations, while not scale plans, give useful views of the general arrangements and details of the wherry, which was a clinker-built, double-ended cargo-carrier, cat-rigged with a boomless mainsail and a mast that lowered in a tabernacle. Although this is far from being the definitive work on the wherry, it has a great deal of useful background material, including a list of recent wherries and their builders and owners.

MICHALIS, Clarence G., "Seamen's Bank 125 years in step with New York," 28 pp. Newcomen Society in North America, 1954.

Newcomen Address, delivered by the Chairman and President of The Seamen's Bank for Savings on the occasion of the 125th anniversary of the bank.

LARSEN, Henry, "The North-west Passage, 1940-1942 and 1944. The famous voyages of the Royal Canadian Mounted Police schooner ST. ROCH," 51 pp; ill. City Archives, Vancouver. 2d ed., 1954.

This booklet was reissued as the ST. ROCH was at sea returning to Vancouver, where it is hoped to preserve her in a dry berth like VICTORY, FRAM, or GUTTY SARK. The ST. ROCH was built at North Vancouver in 1928; in 1940-42 she crossed the Arctic to Halifax, and in 1944 returned through the Northwest Passage to British Columbia. She was thus the first vessel to complete the Passage from the westward, and the first to make the crossing to the westward in a single season. She subsequently went out to Halifax via the Panama Canal, thus completing the circumnavigation of North America, and her return voyage will make her the first vessel in history to circumnavigate North America in both directions.

Inspector Larson has told the story of the two Arctic crossings for Major Matthews, City Archivist of Vancouver, where the ST. ROCH was built.

The four flags of this narrative are the Norwegian merchant flag and the red, blue, and white ensigns of the British service. Captain Edwards, son of a family that wished him to become a cadet in the Royal Navy but could not afford it, first went to sea as a boy in the Norwegian bark SOLHEIM in 1896. Then he was apprenticed in the PETER IREDALE and DRUM-ALIS, leaving the latter in Australia to sit for his 2d mate's certificate.

Then followed service in steam, trooping under the Blue Ensign, RNR service, and marriage, following which he joined one of the "Famished Fifties" and was commissioned in the Royal Navy in 1913, where his story ends.

Now Captain RN (Ret.), the author tells a story that is refreshingly different from the usual tale of a sea apprentice. There are some points that will appear strange to an American reader, such as the frank evaluation of the financial returns from a career in the merchant service as compared with the Navy--it appears that officers RN are not as well paid as their civilian contemporaries. Likewise the consternation that was expressed when young Edwards, holder of a brand-new 2d mate's ticket, was discovered working his way back to Britain as an AB would not have existed under the Stars and Stripes.

There is one bad blunder in reporting the five-masted ship PREUSSEN at Iquique in 1896, as she was not built until 1902, but otherwise the book seems to stick close to facts, and like all the recent volumes from Percival Marshall it is handsomely produced at a very moderate price.

U.S. Bureau of Customs, "Merchant Vessels of the United States 1953-1953," v, 974 p. Government Printing Office, Washington, 1954. Price \$6.00.

The Bureau of Customs has made up what was a considerable lag in the annual volume of this series by combining two years in one issue. It is now reproduced from typescript, and the alphabetical arrangement has been changed again, with initials preceding full words. There are two sets of tables for losses and foreign sales, covering the two years, and a new table lists mortgaged vessels that have been lost but whose papers cannot be surrendered without consent of the mortgagee.



BRAGDON, Roger Veare, "Down-Easter; building a model of the BENJAMIN F. PACKARD," 110 pp; ill. Falmouth Publishing House, Manchester, Maine; 1954. Price \$4.00

The wooden sailing ship as built in New England during the period 1869-1893 is a subject that is not covered as often from the model-building standpoint as it might be. The BENJ. F. PACKARD was the last of this group to survive on the East Coast, having been on display at Rye Playland, N. Y., for a number of years before she was scuttled in Long Island Sound in 1939.

Built at Bath, Maine, in 1883, she was not a particularly outstanding specimen of her type from the point of view of performance, her best sailing record being a passage from San Francisco to New York in 94 days in 1892.

Mr. Bragdon has given a detailed account of how to build a rather simplified model of the PACKARD at 1/8" scale. Sixteen photographs of the ship and of models of similar vessels help the beginner to visualize the finished product, while numerous line drawings in the text clarify important details. There is a list of stations for belaying the running rigging, while a glossary and bibliography assist the novice in mastering nautical language and point the way to more detailed sources of information. A useful feature is a list of museums and nautical collections.

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MODEL SHIPWAYS, "Scale ship model kits and fittings," 36 pp; ill. 39 7. Fort Lee Rd., Bogota, N.J., 1954. 25¢.

Here is the latest in a long line of catalogs issued by the enterprising Model Shipways. New kits this year include the Boston schooner SULTANA of 1767 (Chapelle) and McKay's clipper FLYING FISH of 1851 (H. S. Scott).

UNITED NATIONS, "Inland water transport in Europe and the United States of America," 141 pp; 66 ill. 1954. Available from Columbia Univ. Press, N.Y.; \$1.50.

This pamphlet is the report of an expert working group from Asia and the Far East, which visited Europe and the U.S. to study inland water transport with a view to improving river operations in India, Burma, Pakistan, Thailand, and Viet-Nam.

It contains interesting technical data on the operation of barges and other inland craft as of 1951, the time of the visit. There is a bibliography.

# SAILING SHIP NEWS

ALFA, Russ. aux. 3m. tr. sch. Reported overdue on cruise from North Europe to Black Sea; reported 15 Oct. in Channel off Boulogne.

BOUDOIN, aux. sch. 26 Sept. arr Boothbay Harbor from Baffin Bay. Reached 79°N. CORONET, sch. yacht. Owned by Kingdom, Inc. Recently moved to Gloucester, Mass., from Portland, Me.

DANMARK, Dan. aux. tr. ship. 15 Sept. left Copenhagen; 1 Oct. arr Falmouth; 5 Oct. left for Cadiz.

DAR POMORZA, Pol. aux. tr. ship. 16 Aug passed Dover, bound East.

ERNESTINA, Port. sch. 14 Aug. arr Providence, R.I., 35 d from C. Verde Is.; 3 pass. Rode out both hurricanes in her usual berth. 9 November sailed for C. Verde Is.

ISLAND FORESTER, Canad. barge. Ex OROTAVA ex COMET, etc. Owned by Crown Zellerbach of Canada Ltd. Beached Englewood, B.C., after hitting rock in Seymour Narrows; towed to Vancouver for repairs in Sept. JOAN G., Canad. aux. sch. Opened sound and will become herring barge for Canadian Fishing Co. Ltd.

MADALAN, Port. bgn. Now owned by Antonio Bento, who bought her from Fortunato Gomes de Pina. 22 June arr Dakar from Praia; 8 Sept. arr St. Vincent from Pto. Praia; 13 Sept. left for Providence; 5 Oct. arr Providence 22 d; 8 pass.; etc.

MERCATOR, Belg. aux. tr. bkn. 18 June arr New York; 1 July sailed Boston for Provincetown; 16 July arr St. Michaels; left 20th; 10 Aug. arr Antwerp.

ST. ROCH, R.C.M.P. aux. ketch. 24 Aug left Balboa, from Halifax; 2 Sept. arr Acapulco; was due in San Pedro 13 Sept; several weeks at San Francisco; 12 Oct due in Vancouver, B.C., where she is to become a museum (see page 127).

SCOTTISH LADY, 4m. sch. Built 1868 as ship LA ESCOCESA. Sold to Vancouver Tug Boat Co. Ltd. for conversion to barge. 17 Oct. towed out of Lake Washington by LORNA FOSS.

SEA CLOUD, aux. 4m. bk. yacht. Is getting new 81' x 18" main topgallant mast and 62' x 15" mizen topgallant mast of Puget Sound fir.

STATSRAAD LEHMKUHL, Norweg. aux. tr. ship. 4 July left Madeira for Baltimore; arr 30th. 9 Aug. left Baltimore; 3 Sept. arr Bergen.

(With thanks for items to Bob Goddard, Gordon Jones, Harold Huycke, Ed. Collins, and Bob Applebee. We hear also from Alan Villiers that he is commanding the PEQUOD in the filming of "Moby Dick.")



## NEW WILSON PHOTOGRAPH LIST

Captain Frank A. Wilson, 245 York St., Portland, Maine, writes us that he has just gotten out a new and revised list of his pictures, which is available from the above address.

Captain Wilson has a large collection of negatives, steam and sail, from his days at sea, including New England coasting schooners in their glory.

## THE DRAKE NAVIGATORS GUILD

This is an organization of individuals who have banded together with the primary objects "to discover historical facts relative to the exploits of Sir Francis Drake and other early navigators" to the shores of California; to disseminate information on these subjects; and to establish and maintain a repository of information on them.

In 1953 and 1954, June 17 was proclaimed "Drake Day" by the Governor of California.

There are three classes of membership in the Guild: Contributing Members at \$50 per year, Active Members at \$10, and Annual Members (non-voting) at \$2. For particulars of membership, address Robert W. Parkinson, 3051 Shattuck Ave., Berkeley 5, California.

## RIVERBOAT MUSEUM IN NEW ORLEANS

A Riverboat Room at the Cabildo of the Louisiana State Museum is scheduled to be opened to the public on 23 November. It will display paintings, lithographs, photographs, drawings, and relics of old river craft, including the ROBERT E. LEE. A highlight is two wooden Indians formerly in the saloon of the NATCHEZ.

## NEW PUBLISHING VENTURE BY J. F. COLTON

We are circulating with this mailing an announcement of a forthcoming book by J. Ferrell Colton, "Windjammers Significant." Captain Colton writes us that he is seeking unpublished nautical manuscripts for 1955. Fiction (50,000 words upwards) is solicited, while non-fiction (25,000 words upwards) is especially wanted.

Manuscripts should be typewritten double-spaced in English; no charges for reading manuscripts; royalties paid on published works.

Postage should accompany MSS for return; no responsibility accepted for damage or loss. Address J. F. Colton, P.O. Box 1121, Flagstaff, Arizona, U.S.A.

## BALCLUTHA BEING REFITTED

The San Francisco Maritime Museum, under Karl Kortum, is making remarkable progress in the restoration of PACIFIC QUEEN, formerly BALCLUTHA, the full-rigged ship that the Museum acquired this summer.

Ship repairers, shipchandlers, and the maritime unions have all donated materials and services to refit the vessel as a permanent memorial of the days of sail in San Francisco Bay.

To permit those not able directly to contribute labor or fittings to participate in the work of restoration, the Museum has launched a membership drive. Quarterdeck members contribute \$10 per year, and are entitled to free admission to both the Museum and the vessel; Seafarer members at \$5 will receive free admission to the Museum.

It is suggested that such memberships would make outstanding Christmas gifts. For further particulars, write San Francisco Maritime Museum, Foot of Polk Street, San Francisco 9, California.

## THE MARYLAND HISTORICAL SOCIETY

We recently visited the marine room of this society, in downtown Baltimore. It holds many interesting items of Chesapeake maritime history, including builders' models of the clipper ship MARY WHITRIDGE, schooner PURNELL T. WHITE (with a fine A. Jacobsen painting of her), and the bark POTOMAC of about 1860. There are also the steamers NANTUCKET and GYPSUM PRINCE and a fine contract model of the steamer DELANO, built at Sunderland, England.

Another prominent feature is plates of colored signals of Baltimore merchants, with examples from 1806, 1817, 1852, and 1860.

## THOBER LIST (continued from page 124)

the steel barkentine INTREPID, built at Neponset, Mass., in 1930 by George Lawley & Son Corp. She grossed 597 tons and had a diesel auxiliary.

The name (as a steamer hull) of the five-masted barkentine KATE G. PEDERSON has not yet been identified. The Sommerstrom Shipbuilding Company had three hull contracts which were not completed, but the records of the Emergency Fleet Corporation now in the National Archives do not show which of these three hulls was made into a barkentine.



## SQUARE-RIGGERS BUILT IN THE U.S., by FRANK W. THOBER (concluded from p.72)

1886

AU SABLE	Bkn	598 E Deering Me	Geo Russell	Portland Me
PLANTER	Bkn	525 Pt Ludlow Wash	C Murray	San Francisco
PRISCILLA	Bkn	644 Belfast Me	Geo W Cottrell	Baltimore
S. N. CASTLE	Bkn	515 Pt Blakely Wash	Hall Bros	San Francisco
WILLIAM BAYLIES	B	325 Bath Me	New England S B Co	New Bedford

1887

FRANCES	Bkn	678 Belfast Me	Geo W Cottrell	Baltimore
ROBERT SUDDEN	Bkn	616 Pt Blakely Wash	Hall Bros	San Francisco
S. G. WILDER	Bkn	604 Pt Blakely Wash	Hall Bros	San Francisco
SILICON	B	314 Bath Me	Kelley & Spear	New York

1888

BALTIMORE	B	723 Baltimore Md	W H Skinner & Sons	Baltimore
S. C. ALLEN	B	690 Bath Me	New England S B Co	Pt Townsend Wash

(also built in 1888 was the 462-ton steam whaling bark WILLIAM LEWIS, by Kelley & Spear at Bath, Maine, for New Bedford owners)

1889

BRUCE HAWKINS	Bkn	615 E Boston Mass	Wm McKie	Boston
GOOD NEWS	Bkn	712 Baltimore Md	Wm E Woodall & Co	Baltimore
IRMGARD	Bkn	671 Pt Blakely Wash	Hall Bros	San Francisco
JOHN SWAN	Bkn	721 Columbia Falls Me	John H Crandon	New York
MATANZAS	B	1028 Bath Me	Wm Rogers	New York
R. A. C. SMITH	Bkn	661 Belfast Me	G A Gilchrist	New York
RAPPAHANNOCK	S	3185 Bath Me	A Sewall & Co	Bath Me
WHITE WINGS	Bkn	679 Baltimore Md	Wm E Woodall & Co	Baltimore

1890

ALBERT	B	683 Pt Blakely Wash	Hall Bros	San Francisco
CHARLES F. CROCKER	4Bkn	855 Alameda Calif	C G White	San Francisco
ELEANOR M. WILLIAMS	Bkn	718 Machias Me	John Shaw	New York
ETHEL V. BOYNTON	Bkn	740 Harrington Me	A M Nash	Machias Me
GRACE LYWOOD	Bkn	658 Bucksport Me	E L Beazley & Co	New York
HERBERT FULLER	Bkn	782 Harrington Me	C Nash	Machias Me
HUSTLER	Bkn	673 Bath Me	New England Co	New Bedford
JOHN S. EMERY	Bkn	873 E Boston	Wm McKie	Boston
KREMLIN	Bkn	787 Bath Me	Wm Rogers	Boston
S. D. CARLETON	S	1882 Rockport Me	Carleton Norwood & Co.	Rockport
ST. KATHERINE	B	1253 Bath Me	John McDonald	New York
ST. MARY	S	2043 Phippsburg Me	C V Minott	Bath Me
SHENANDOAH	4B	3407 Bath Me	A Sewall & Co	Bath Me
THOMAS J STEWART	Bkn	889 Brewer Me	E & I K Stetson	Bangor Me
WILLIE R. HUME	4Bkn	666 North Bend Ore	Simpson Lumber Co.	San Francisco

1891

ARAGO	4Bkn	499 North Bend Ore	Simpson Lumber Co	San Francisco
CHEHALIS	4Bkn	691 Hoquiam Wash	A M Simpson	San Francisco
MABEL I. MEYERS	Bkn	750 Searsport Me	A J Nickerson	Searsport Me
MANNIE SWAN	Bkn	777 Camden Me	Isaac Combs & Co	New York
PACTOLUS	Bkn	1669 Bath Me	John McDonald	New York
PARTHA	S	2495 Bath Me	Houghton Bros	Bath Me
ROBERT S. PATTERSON	Bkn	758 Millbridge Me	J W Sawyer & Son	Philadelphia
STEADFAST	4Bkn	879 Belfast Me	J W Cottrell	Baltimore
SUSQUEHANNA	4B	2745 Bath Me	A Sewall & Co	Bath Me

(See p.124 for additional notes on the Thober list.)



1892

GLEANER	Bkn	413	Hoquiam Wash	T A McDonald	San Francisco
HILO	Bkn	678	Fairhaven Calif	H D Bendixsen	San Francisco
JAMES W. ELWELL	4Bkn	1192	Bath Me	Kelley Spear & Co	Bath Me
JANE L. STANFORD	4Bkn	971	Fairhaven Calif	H D Bendixsen	San Francisco
JOSEPHINE	4Bkn	940	Belfast Me	Brown & McDonald	Baltimore
OLYMPIC	4*	1469	Bath Me	New England Co	New Bedford
ROANOKE	4B	3539	Bath Me	A Sewall & Co	Bath Me
SADIE A. THOMPSON	Bkn	686	Camden N J	Morris & Mathis	Philadelphia

\*OLYMPIC had two masts square-rigged, two fore and aft. The NAVARCH, a 494-ton steam bark was built this year by Kelley, Spear & Co., Bath, for New Bedford,

1893

ARYAN	S	2124	Phippsburg Me	C V Minott	Bath
HOLLISWOOD	B	1141	E Boston Mass	John M Brooks	New York

1894

DIRIGO	S-4B	3005	Bath Me	A Sewall & Co	Bath Me
DORIS	4Bkn	944	Belfast Me	Brown & McDonald	Baltimore
OMEGA	4Bkn	584	North Bend Ore	Simpson Lumber Co	San Francisco

1895

ADDENDA	4Bkn	692	North Bend Ore	Simpson Lumber Co	San Francisco
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1896

ECHO	4Bkn	708	North Bend Ore	Simpson Lumber Co	San Francisco
JOSEPHINE (2d)	4Bkn	941	Belfast Me	Brown & McDonald	Baltimore

1897

ENCORE	4Bkn	651	North Bend Ore	Simpson Lumber Co	Coos Bay Ore
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1898

ERSKINE M. PHELPS	S-4B	2998	Bath Me	A Sewall & Co	Bath Me
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1899

ARTHUR SEWALL	S-4B	3209	Bath Me	A Sewall & Co	Bath Me
BENICIA	Bkn	674	Benicia Calif	Matthew Turner	San Francisco
EDWARD SEWALL	S-4B	3206	Bath Me	A Sewall & Co	Bath Me
KAIULANI	S-B	1570	Bath Me	A Sewall & Co	San Francisco
WILLIAM CARSON	Bkn	890	Fairhaven Calif	H D Bendixsen	San Francisco

(Also built in 1899 was the sheathed steel ship CHESAPEAKE by the Bath Iron Works of Bath, Maine, for the United States Navy for a training ship)

1900

ASTRAL	S-4B	3292	Bath Me	A Sewall & Co	New York
JOHN PALMER	4Bkn	1187	Fairhaven Calif	H D Bendixsen	San Francisco
JOSEPH L. EVISTON	Bkn	755	Marshfield Ore	E Henkendorff	San Francisco

1901

ACME	S-4B	3288	Bath Me	A Sewall & Co	New York
AMARANTH	4Bkn	1109	Benicia Calif	Matthew Turner	San Francisco
AURORA	4Bkn	1211	Everett Wash	Everett S B Co	San Francisco
GEORGINA	4Bkn	998	Fairhaven Calif	H D Bendixsen S B Co	San Francisco
JAMES JOHNSON	4Bkn	1149	Seattle Wash	Moran Bros Co	Seattle Wash
JAMES TUTT	4Bkn	1274	Pt Blakely Wash	Hall Bros	San Francisco
KOHALA	4Bkn	891	Fairhaven Calif	H D Bendixsen SB Co	San Francisco
LAHAINA	4Bkn	1067	Oakland Calif	W A Boole & Son	San Francisco
THOMAS P. EMIGH	4Bkn	1040	Tacoma Wash	Tacoma SB Co	San Francisco
WILLIAM P. FRYE	S-4B	3374	Bath Me	A Sewall & Co	Bath Me

1902

AMAZON	4Bkn	1167	Benicia Calif	Matthew Turner	San Francisco
ATLAS	S-4B	3381	Bath Me	A Sewall & Co	New York
FULLERTON	4Bkn	1554	Alameda Calif	Hay & Wright	Los Angeles
JOHN C. MEYER	4Bkn	932	Tacoma Wash	Tacoma SB Co	San Francisco
KOKO HEAD	4Bkn	1084	Oakland Calif	W A Boole & Son	San Francisco
MAKAWELI	4Bkn	899	Oakland Calif	W A Boole & Son	San Francisco
PUAKO	4Bkn	1084	Oakland Calif	W A Boole & Son	San Francisco



SHIP NAME	YEAR	TONNAGE	TYPE	COMPANY	LOCATION
HERDIS	1917	4Bkn 1220	Chelsea, Mass	Richard T. Green Co	New York
CONQUEROR	1918	4Bkn 1395	Rolph Calif	Rolph S B Co	San Francisco
HESPERIAN	1918	4Bkn 1385	Rolph Calif	Rolph S B Co	San Francisco
ANNIE M. ROLPH	1919	4Bkn 1393	Rolph Calif	Rolph S B Co	San Francisco
CECIL P. STEWART	1919	4Bkn 1216	Thomaston Me	Dunn & Elliott Co	Rockland Me
FOREST DREAM	1919	5Bkn 1605	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST FRIEND	1919	5Bkn 1615	Aberdeen Wash	Grays Harbor M S Co	Seattle
FOREST PRIDE	1919	5Bkn 1600	Aberdeen Wash	Grays Harbor M S Co	Seattle
GEORGE U. HIND	1919	4Bkn 1389	Rolph Calif	Rolph S B Co	San Francisco
REINE MARIE STEWART	1919	4Bkn 1307	Thomaston Me	Dunn & Elliott Co	Rockland Me
ROLPH	1919	4Bkn 1386	Rolph Calif	Rolph S B Co	San Francisco

In addition to the above, which were out-and-out sailing vessels, there were two groups of vessels built during and after World War I as auxiliaries or as converted steamer hulls. The first were built to the design of Henry Piaggio, Italian vice-consul at Gulfport, and were auxiliary barkentines of various sizes. The first two were built by F.H. Swails at Orange, Texas; then the International Shipbuilding Co. was formed, taking over the Orange yard and establishing others at Beaumont and Pascagoula. The vessels first were named for cities in the South; some were renamed for cities in Italy. Although all were designed for engines, some of the last did not have engines installed. Here is the list:

SHIP NAME	YEAR	TONNAGE	TYPE	COMPANY	LOCATION
CITY OF HOUSTON	1917	4Bkn 1519	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF ORANGE	1917	5Bkn 1632	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF AUSTIN	1918	5Bkn 2231	Orange Texas	New Orleans	New Orleans
CITY OF BEAUMONT	1918	5Bkn 2014	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF DALLAS	1918	5Bkn 1977	Beaumont Texas	Port Arthur Texas	Port Arthur Texas
CITY OF GULFPORT	1918	5Bkn 1844	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF MOBILE	1918	5Bkn 1975	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF GALVESTON	1919	5Bkn 2259	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF JACKSON	1919	5Bkn 2422	Pascagoula Miss	Gulfport Miss	Gulfport Miss
CITY OF LAFAYETTE	1919	5Bkn 2439	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF ORLEANS	1919	5Bkn 2437	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF PASCAGOULA	1919	5Bkn 2354	Pascagoula Miss	Gulfport Miss	Gulfport Miss
CITY OF VICKSBURG	1919	5Bkn 2422	Pascagoula Miss	Gulfport Miss	Gulfport Miss
CITY OF JACO	1919	5Bkn 2342	Orange Texas	Gulfport Miss	Gulfport Miss
MACERATA	1919	5Bkn 2352	Orange Texas	New Orleans	New Orleans
MONFALCONE	1919	5Bkn 2418	Orange Texas	Port Arthur Texas	Port Arthur Texas
CITY OF NATCHEZ	1920	5Bkn 2462	Pascagoula Miss	Gulfport Miss	Gulfport Miss

Late in 1919 the Emergency Fleet Corporation prepared a design for converting unfinished Ferris type wooden hulls to five-masted barkentines. Seven vessels in all were so completed. The work was accomplished in the early part of 1920, and all the hulls had been launched in 1919. All were owned in San Francisco. Here are their names, former names as steamers, and building particulars:

SHIP NAME	YEAR	TONNAGE	TYPE	COMPANY	LOCATION
ALICIA HAVISIDE	1919	5Bkn 2265	Samoa Calif	Hammond Lumber Co	San Francisco
ANNE COMYN	1919	5Bkn 2265	Rolph Calif	Rolph S B Co	San Francisco
KATE G. PEDERSEN	1919	5Bkn 2269	Columbia City Ore	Sommarstrom S B Co	San Francisco
KATHERINE MACKALL	1919	5Bkn 2262	Wilmington Calif	R J Chandler S B Co	San Francisco
MONITOR	1919	5Bkn 2247	Benicia Calif	Benicia S B Co (started)	San Francisco
PHYLLIS COMYN	1919	5Bkn 2267	Rolph Calif	Rolph S B Co	San Francisco
RUSSELL HAVISIDE	1919	5Bkn 2264	Rolph Calif	Rolph S B Co	San Francisco